

HAWAIIAN GAZETTE

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CHARLES S. CRANE, Manager.

TUESDAY : : : : : OCTOBER 20

THE ARMY AERIAL CORPS

Among none not actually concerned in the fighting in Europe and its outcome are the various practical tests of the engines of war being watched with a closer interest than among the Army and Navy men of the United States, as one of the world results of the battling will be a more or less complete reorganization in the fighting arms of all nations. Already the deficiencies of the United States in many particulars are being pointed out by many people wholly beyond the suspicion that their main energy is to secure appropriations for the sake of spending the peoples' money for self-aggrandizement or wasting it upon necessary military and naval projects.

The effect of the war of Europe, ultimately, will be towards a general disarmament, but that will not come at once. In the meanwhile, the United States must be prepared to guard its borders and by the knowledge of its strength help preserve the peace of the Pacific and the New World.

One of the immediate results of the war is the determination of the war department to materially strengthen the air forces of the Army, and tests are being carried out this week at San Diego in which a number of officers well known in Honolulu are taking an active part. These tests are for the purpose of developing the aeroplane best adapted to military purposes. All the leading manufacturers of aeroplanes in this country have been invited to place their type of aeroplane in competition at the San Diego grounds and there have been about a dozen entries.

Since the European War began there have been many inquiries as to the extent of aerial work in the United States Army. Under the general direction of Brigadier George P. Scriven, chief signal officer, and the immediate command of Capt. A. S. Cowen, there are now in training at San Diego twenty-one officers and about one hundred and ten enlisted men and civilians. An important adjunct is the staff of expert civilian employees including aeronautical engineers, highly trained machinists and engine builders, some of whom receive salaries as high as \$4000 per annum. The corps is equipped with ten aeroplanes and flying boats and will soon be in possession of four more now under construction.

If, in the test at San Diego, five or more machines qualify under the conditions which the war department has set, the government will purchase the three which make the greatest number of points, agreeing to pay \$12,000 for the first, \$10,000 for the second and eight thousand dollars for the third. The experience of the aviators in the European War has shown that one of the most desired qualifications is the ability of the aviator to rise quickly so as to gain the advantage in position over an antagonist or to escape rifle fire. Therefore the department's specifications require that to be accepted a machine must be able to climb 4000 feet in ten minutes with a useful load of 450 pounds.

It must be of the biplane type with an enclosed passenger compartment; two seated, with dual control and with a maximum speed not less than seventy and a minimum speed of not more than forty miles per hour, when carrying fuel and oil for a four-hour flight at seventy miles per hour. The engine must be in front of the occupants and the machine must be able to glide at an angle not to exceed one on six. Finally the machines must qualify by making a no-stop flight of four hours.

It is probable that the signal corps will place large orders for the manufacture of such machines as may successfully pass through the test.

While details of the performance of aeroplanes in the European armies have not yet reached the war department through its military attaches, it is believed these have been so important as to demand a complete reorganization of military tactics. It is now practically impossible for a commander to mask the movement of his troops or the disposition of his artillery so that henceforth battles probably must be decided, not by strategic movements on the field so much as by the original strength of the opposing forces. Consequently in the opinion of the general staff, victory must come to the side that enters upon war most thoroughly prepared in equipment and with organized forces.

LITERATURE IN WAR AND PEACE

Perhaps it is bad taste for Americans, who are apparently set as spectators of the present tournament of nations, to speculate on the literary consequences of the world war. But after we have paid our tribute of horror and pity to what are probably the most appalling events of recorded history, our spirits must rise to the majesty of these occurrences; we must feel that they indicate or portend a great change in human thought. There seems to be too much hysteria in the current comment on the situation. For all the gloom there must be a corresponding glory. It is an old jest that the newspapers publish columns, and pages about a prizefight and then save their conscience by editorials condemning the ring and all its ways. The public reads the stories and neglects the editorials—and so it probably treats the war news and the preachments which accompany it. Like Dr. Brown's Rab, mankind "can just never get enough fighting." Like Budge in "Helen's Babies," it wants its heroes "all bluggy." For ourselves we think that this combative instinct is the glory of our race—that it is a main force which keeps humanity from becoming dull, listless, enervated, and enslaved to sordid materiality. Ideal Love, Religion, and War are the three royal poetic strands in the web of life, and no one of them can be spared in the weaving. For a man to believe that there is something better or greater than himself, whether it be a woman or his country or his God, that is the way out of the sty of the world.

But such high considerations hardly account for the popularity of the present wars. That they are popular seems unquestionable. None of the peoples concerned have had to be dragged by their rulers or leaders into the fight. (Perhaps the commercial era is at an end and a martial one is beginning. The commercial era has not been all beer and skittles. There is an uncommon amount of poverty and misery all over what we denominate the civilized world, as is evidenced by the restlessness of the peoples, the vast social

istic agitations. Perhaps the dwellers in the slums, the workers in the factories, the men behind the plow believe that war will give them something, gain or glory, which they could not hope for in peace. It is at least an adventure which will lift them out of their dull lives. The fascination of uniforms and arms, concerted movement, the march, the bivouac, the battle, is always strong.

Anyhow, the dream of universal and perpetual peace may as well be banished. The world had something like such a peace when it lay at the foot of the Roman empire—and the record is one of the worst pages in human history. We had better recognize that there will always be races or nations or groups of men or single conquerors who will strive for the headship of the world. In one of De Juincey's essays there is an Eastern apologue about peace which we may be pardoned for quoting. In an Asian city, he says, there is a block of polished granite several cubits in each dimension. It is protected by a temple, and the legend goes, once in every hundred years, an angel descends and just grazes the top of the block with its wings. When the granite shall be entirely worn away by this recurrent visiting, then, and not until then, shall peace reign in the world. Certainly it behooves us in America not to live in a Fool's Paradise, dreaming of an impossible peace. We are out of the current for the moment, but we do not know when it will eddy around us. The saying of the Greek sage to Croesus is hackneyed, but does not lose its pith. "O Croesus, when someone happens along who has better iron than you, he will have all this gold!"

Things cannot be as they have been when this tornado which has burst over Europe has spent its force. Among other interests literature will suffer a change. For one thing, we shall have a change of heroes. From the beginning of literature it has been dominated by the Man of the Sword. In Homer and Virgil, in the Bible and the great books of the East, in the epics of the Middle Ages, in Shakespeare and on down to Scott, he has been the central figure. War and Poetry were one and indissoluble. But something like a hundred years ago their divorce was decreed. The delights of domesticity, the diversions of low life, began to be exclusively pictured. The average, unimportant person came into his own. The new, vast reading public wanted to see its own features in print; and authors who held to the exceptional and significant figures of the lords of humanity were as much out of fashion as Eschylus was in the age of Euripides. One evidence of the truth of all this is the cult of Jane Austen, the attempt made in recent years to claim for her the primacy of the English novel. Her clever miniatures of a perfectly insipid society are put forward as superior to the mighty masterpieces of Scott. Jane Austen lived in the time of the Napoleonic wars, but their greatness and heroisms and terrors have not the faintest reflection in her novels. In "Persuasion" a group of girls discuss "prize-money," like so many white-throated sharks. Their only conception of war is that it might provide an establishment for one of them.

But we have gone farther afield than the social world in our search for character types. We have plunged into the slums, the prisons, the lazarets, in search of effective characters. We have traded the king, the warrior, the thinker, for the village cretin or the city "tough." Criminals indeed are furnishing a large proportion of our book population, and with them the detective who follows on their trail. Judging by our novel literature, there "ain't no ten commandments" any more. It would be invidious in all this welter of storywriting, unredeemed by any gleam of nobility or high purpose or splendor of fate, to pick out instances. But there are two story series which have had a great run in America—that in which "Get Rich Quick Wallingford" figures and the "Potash and Perlmutter" set. They are undeniably clever and funny, but nobody seems to realize that they are horribly immoral and still more horribly vulgar. If war with all its seriousness and terror will deliver us from such base conceptions of life as are voiced in such literary work, it will be worth its cost.

If the present world war influences literature as we think it will, it may possibly also deliver our novels and plays from female domination. For fifty years it has been the queen regnant. To take English literature alone, the two greatest modern novelists, Meredith and Hardy, have devoted their genius to depicting the intricacies of the feminine mind and character. To them man is merely an adjunct to woman. They have reversed the Biblical story of the rib. And a great line of popular writers—Mrs. Ward, Mr. Hall Caine, Miss Marie Corelli, to name a few—have followed suit. Playwrights have given us the woman with a past, the woman who did, and all other varieties of assertive females. Woman is undoubtedly the most popular institution in the world, and we have no word to say against her glorification; but we do not believe that her frail form and gentle mind is capable of holding the great passions and thoughts which need to be exhibited in a literary creation of the first class. However, recent English literature has not been all feminine revelation. Stevenson kept alive the spirit of manly adventure. He had something of a boy's contempt for woman. "Tigers are proper, but girls are not proper," says Bevis in Richard Jefferies's excellent boys' story and that was Stevenson's spirit. Mr. Kipling, Sir Rider Haggard, and Sir Conan Doyle (it seems a piece of irony that the greatest of these should lack the title) have done the most to keep up the fighting spirit of England. They have all been Cassandra's warning their country of the evils of commercialism and boding forth figures of the heroic mood. Mr. Wells seems to us to have been essentially unheroic. There is a note of fear, we think, in all his ingenious and interesting literary inventions. He seems to dread some great cataclysm coming upon mankind. We do not believe this dread is warranted. Man has always been equal to his fate, and has fearlessly confronted, if he has not controlled, the elements. So far as we can see, God never made anything greater than the human soul. Mr. Wells has believed that the progress of invention will finally do away with war—that it will become too deadly. Now the deadliest weapon ever invented was the Roman short sword. In one of Caesar's battles four hundred thousand human beings were said to have been slain. If Mr. Wells is unheroic, Mr. Bernard Shaw is anti-heroic. He has poured ridicule upon heroism—such heroism as myriads of men of all classes are displaying today on the battlefields of Europe.

Man does not live by bread alone. The commercial era through which we have been passing practically declared that he could—and the result is the "Get Rich Quick Wallingfords" and the "Potashes and Perlmutters." We are not all going to be like that. Wars are largely protests of the human reason in favor of imagination and high spiritual things. They are generally worth the treasure and blood that is poured out in them. Would the North and South today resign the robe of glory which the Civil War threw over them? Could half a century of dull material progress equal the value of that war to us? We believe that the present unparalleled struggle will be equally beneficial; that it will clear the air like a great thunderstorm; that it will energize human character; and that especially it will revitalize

THE PASSING HOUR

Look out for the publication of a letter to Link McCandless from President Wilson, telling how important to Hawaii it is to have the Democratic leader elected to congress. The President has started in writing these stock letters to all the Democratic candidates for congress, in an effort to boost them along.

According to a Canadian paper, a Calgary man found the following in his young son's diary: "After executing a turning movement, Mother poured a heavy fire on my unprotected flank." That boy has evidently been reading the dispatches.

CRUISERS FIGHT TO DRAW

HAVANA, Cuba, October 20.—(Associated Press Federal Wireless)—A naval duel, fought to a draw, between a German four-tunnel cruiser, thought to be the Karlsruhe, and a British cruiser of similar class, is reported to have taken place on Saturday between here and Gulfport.

The report was brought in by an American schooner, the crew of which watched the two cruisers hotly engaged for half an hour, at the end of which each drew off, the German steaming north and the British cruiser west.

The German was listing after the battle, according to the captain of the schooner, and was apparently badly damaged.

BOER REBELS CAPTURED

LONDON, October 20.—(Associated Press by Federal Wireless)—Three officers and seventy men belonging to the rebel commando of Colonel Maritz, the Boer leader who has gone out against the British of South Africa, were captured by a detachment of loyal Boers early in the week, according to a Pretoria dispatch, while the waning cause of the rebels is further evidenced by the voluntary surrender of four officers and forty more men.

TURKEY AGAIN MENACING

LONDON, October 20.—(Associated Press by Federal Wireless)—So threatening has become the situation in Turkey against the Russians, and so imminent is the prospect of the participation of Turkey in the war as an ally of Germany and Austria, that the Russian ambassador at Constantinople has fled to Odessa, afraid of assassination should he remain longer at his post. This news is contained in a dispatch from Rome to the Daily News.

Ammunition For Turkey Seized

ROME, October 19.—A dispatch to this city from Bucharest says that Roumania has seized 150 German trucks laden with ammunition and consigned to Turkey.

Islam Again Defies Allies

CONSTANTINOPLE, October 19.—Breaking its repeated promises, the Turkish government has declined to repatriate the crews of the German cruisers Goeben and Breslau, which interned here. It has informed the Allies that the question of their status is one for Turkey alone to settle, of purely domestic concern.

FRENCH SINK SUBMARINE

CETTINJE, Montenegro, October 19.—(Associated Press by Federal Wireless)—A French cruiser has sunk an Austrian submarine sent from Cattaro to operate against the French fleet in the Adriatic Sea.

Portland, Oregon, with a population of approximately three hundred thousand, boasts that it hasn't had an automobile accident for nine months. This looks like something of a record. The question naturally arises, why this immunity? Probably no city in the United States has a larger number of motor vehicles in proportion to its population. Then, why no accidents? The answer is proper enforcement of the laws. In Portland when a chauffeur exceeds the speed limit he is put to work on the stone pile.

Honolulu Wholesale Produce Market Quotations

ISSUED BY THE TERRITORIAL MARKETING DIVISION.
(Island Produce Only) Oct. 16, 1914.

Eggs and Poultry—	
Fresh chicken eggs, doz.	\$.60
Fresh duck eggs, doz.	25 - 27 1/2
Hens, lb.	30 - 33
Broilers, lb.	30 - 35
Turkeys, lb.	30 - 32 1/2
Ducks, Muscovy, lb.	25 - 27 1/2
Ducks, Hawaiian, lb.	5.00
Live Stock—Live Weight—	
Hogs, 100-150 lbs., lb.	13 1/2 - 14
Hogs, 150 lbs and over, lb.	13
Dressed Weight—	
Pork, lb.	18 - 20
Mutton, lb.	11
Beef, lb.	12
Calfes, lb.	13
Potatoes—	
Irish, lb. (California)	1.00 - 1.25
Sweet, red, lb.	1.00 - 1.25
Sweet, yellow, lb.	1.00 - 1.25
Sweet, white, lb.	1.00 - 1.25
Onions—	
New Bermudas, lb. (California)	.01 - .01 1/4
Vegetables—	
Beans, string, lb.	.03
Beans, Lima in pod, lb.	.02 - .03
Beets, doz. bunches	.30
Cabbage, lb.	.03
Carrots, doz. bunches	.20
Corn, sweet, 100 ears	2.00
Cucumbers, doz.	.30
Green beans, lb.	.10
Peppers, Bell, lb.	.08
Peppers, Chile, lb.	.03
Pumpkin, lb.	.01 1/2
Tomatoes, lb.	.03
Turnips, white, lb.	.02
Watermelons, each	.20 - .50
Fresh Fruit—	
Bananas, Chinese, bunch	.25 - .50
Bananas, cooking, bunch	.75 - 1.00
Figs, 100	.75
Grapes, Isabella, lb.	.08 - .10
Oranges, Hawaiian, 100	1.50
Limes, Mexican, 100	.75
Pineapples, doz.	.69
Beans, dried—	
Red Kidneys, lb.	.04
Calico, lb.	.03 1/4
Pears, dried, lb.	.03 1/4
Grain—	
Corn, large, ton	32.00 - 37.00
Miscellaneous—	
Hides, wet, salted:	
No. 1, lb.	13 1/2
No. 2, lb.	13
Kips, lb.	13 1/2
Sheep skins, each	10 - 20
Goat skins, each	10 - 20

* The Territorial Marketing Division under supervision of the U. S. Experiment Station is at the service of all citizens of the Territory. Any produce which farmers may send to the Marketing Division is sold at the best obtainable price and for cash. No commission is charged. It is highly desirable that farmers notify the Marketing Division what and how much produce they have for sale and about when it will be ready to ship. The shipping mark of the Division is U. S. E. S. Letter address Honolulu, P. O. Box 753. Store room 112 Queen street, near Maunaloa. Salesroom Ewa corner Nuanuan and Queen Sts. Telephone 1840. Wireless address USEP.

A. T. LONGLEY, Superintendent.

WAR GAME AT SEA
IS BEING PLAYED
SLYLY IN ORIENT

Far Eastern Waters Are Theater of Prize Running and Desperate Battles

Stories of steamships pursued by converted cruisers, and taken as prizes of war; of warships meeting with disaster while pursuing their prey; of disabled merchantmen escaping their pursuers and then being recaptured through ill fate, and accounts of battles between converted cruisers in the China sea have begun to filter in from the Orient.

The Philippine waters and the China coast appear to have been the scene of much marine activity since the breaking out of the war. Although similar notions taking place many thousands of miles away in other waters have been reported in the daily dispatches, no mention of these affairs has been received through that source. Vessels arriving from the Orient are now bringing in the first news of the China sea operations.

German Cruiser Is Lost

An officer of the steamship Shinyo Maru, which sailed on Sunday for San Francisco, told a story in Honolulu of the loss of an unnamed German cruiser near Manila. This cruiser, according to this informant, was in pursuit of a Canadian Pacific liner, either the Empress of Asia or the Empress of India, both converted cruisers, and the merchantman is said to have escaped while the warship pilot up on the rocks near a small island and was totally wrecked. The story was originally brought into Hongkong by the escaping British cruiser.

Another story from Hongkong tells how the Hamburg-American liner C. Ferd. Laeisz succeeded in eluding the French cruiser Duplex, after a shot from the warship had put the liner's engines out of commission, only to be captured by the same warship while wallowing along under sail.

The French cruiser sighted the Laeisz while lying alongside the German steamer Senegambie, which she had captured near Tientsin. The liner refused to halt upon signal, whereupon the warship fired one shot which disabled the steamship's engines.

Laeisz Sinks Again

Taking advantage of the gathering darkness, the Laeisz managed to elude the Duplex while the cruiser was busy with the other prize. The liner was subsequently sighted by a British steamship which informed the cruiser by wireless of her position, and the Duplex again set out in pursuit. When she came upon her prey, the Laeisz had painted the top of her funnel black and the name with the exception of the word "Ferd" had been painted out on her bows, but remained on the stern. The Laeisz had resorted to rigging sails, but there was no wind, and the canvas lapped idly in a dead calm.

The vessel was unarmed and no resistance was offered when the cruiser sent her officers on board. Two German engineers were left on the ship, the remainder of her officers being taken aboard the cruiser which sent a prize crew to the Laeisz. The prize was towed into Hongkong by the Duplex, where she was found to be laden with coal and general freight from Yokohama for New York.

Upon arrival at Hongkong, the officers and crew of the German ship were sent as prisoners of war to Stonecutter's Island.

The German steamship Senegambie, which was previously captured by the French cruiser, is also lying at Hongkong.

Auxiliary Cruiser Beached

Another story picked up by vessels in Oriental waters gives an account of the destruction of the German auxiliary cruiser Princess Alice by the British converted cruiser Empress of Russia off the island of Cebu in the southern Philippines. According to the story, the Princess Alice was beached within the three-mile limit in American waters, after being disabled by her opponent's gunfire.

The Princess Alice carried a large cargo of gold bullion for Tsingtau and was under orders to avoid a conflict, which greatly handicapped her. Her manner, and probably lost him the battle. The German ship carried eight six-inch guns, while the British carried but four and a couple of lighter guns.

Attempts to Run Away

Following out his orders, the German commander attempted to run away from the Empress of Russia, but the latter was able to keep within range and the action developed into a stern chase. The Germans brought six of their guns to bear, but the British vessel was unharmed, while its two six-inch guns forwarded tore away the stern of the Princess Alice, put her guns out of commission, carried away the smokestack and the mainmast, and tore great holes in her hull. The vessel was in a sinking condition when she was headed into neutral waters and beached near Cebu. Her valuable cargo is reported to be still aboard intact.

The Princess Alice came to grief while attempting to carry out orders from the German government to run the blockade into Tsingtau, after the declaration of war. She had originally taken refuge in Manila, but left there after confining early in September, and cleared at the customs house for Shanghai. When next heard of she was resting on the bottom in southern waters. Valuable Cargo Saved.

TREATMENT FOR DYSENTERY.

Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most stubborn cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all dealers, Benson, Smith & Co., Ltd., agents for Hawaii.